

FIFTEENTH ANNUAL REPORT

OF

THE COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL
TRAINING SCHOOL.

JANUARY 1, 1907.



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COMMISSIONERS

OF THE

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

GEORGE F. F. WILDE, *Chairman*,
REAR ADMIRAL, U. S. N. (RETIRED).

ROBERT B. DIXON, M.D.

HON. JOHN READ, LATE U. S. N.

F. STANHOPE HILL, *Secretary*,
LATE U. S. N.

Commonwealth of Massachusetts.

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

To the Honorable the Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled.

The Commissioners of the Massachusetts Nautical Training School have the honor to submit their report of the operations of the school for the year 1906.

THE WORK OF THE YEAR.

During the past year the work of the Nautical Training School has been satisfactorily carried on, with an average of 84 cadets on the roster from Jan. 1, 1906, to Dec. 31, 1906. There have been 145 cadets connected with the school during the year. Twenty-one cadets were graduated in April, — 11 in the engineer class and 10 in the seamanship class; and in October the graduating class numbered 14, — 6 in the seamanship class and 8 in the engineer class; making a total for the year of 35 graduates, — 19 engineers and 16 seamen.

THE SUMMER CRUISE.

The training ship "Enterprise" sailed from Boston on her usual summer cruise May 31, with a complement of 85 cadets on board. It was decided by the commissioners that the first part of the four months usually devoted to this cruise should be passed in home waters, with a view of affording a better opportunity for exercise in boat work and preliminary training than could be obtained in deep water.

To this end the "Enterprise" remained in Provincetown until June 11, when she returned to Boston. The ship was

inspected by the Governor and Council, accompanied by the commissioners of the school, on June 13, when the "Enterprise" went down the bay, and the cadets were exercised in the various evolutions of reefing, making and taking in sail, fire drill, etc. Sailing from Boston on June 16, the following European ports were visited: Havre, France; Gibraltar; Algiers, Algeria; and Funchal, Madeira, returning to Boston on Sept. 29, 1906.

In the accompanying abstracts from the report of the superintendent, Commander William F. Low, U. S. N., to the commissioners, an idea will be obtained of the incidents of the cruise and of the work and conduct of the cadets during that period.

Itinerary.

Left.	Date.	Arrived.	Date.
Boston,	June 16	Havre, France, . .	July 15
Havre, France, . .	July 26	Gibraltar,	Aug. 6
Gibraltar,	Aug. 13	Algiers, Algeria, . .	Aug. 17
Algiers, Algeria, . . .	Aug. 19	Funchal, Madeira, . .	Aug. 28
Funchal, Madeira, . .	Sept. 1	Provincetown, . . .	Sept. 28
Provincetown, . . .	Sept. 28	Boston,	Sept. 29

During the cruise the time of the cadets was as well taken up in general and special exercises and instruction as the weather and other circumstances would permit. The passage across to Havre was wet and disagreeable, which did not operate favorably for exercise, but at no time during the entire cruise was it boisterous, so that, on the whole, the weather conditions might be pronounced very good.

The health of the cadets was, on the whole, fairly good. There were no serious accidents or injuries, and while a number of cases of malaria developed, they were in all instances confined to cadets who had had similar attacks before entering the school. There was practically no diarrhœa, which was largely owing to the use of distilled water.

The coal consumption for the cruise was 474 tons, 1,939 pounds, as follows: —

	Tons.	Pounds.
For steaming,	298	712
For distilling and lighting,	162	647
For banking and starting fires,	14	580
	474	1,939

The cadets were instructed as follows : —

SEAMANSHIP.

Setting up rigging ; reeving off gear ; bending sail ; sail making ; steering ; heaving lead and log ; under oars ; duties as coxswains of boats ; captains of tops ; quartermasters and officers of the deck ; bracing ; making and taking in sail ; running lines ; mooring and unmooring ; handling yards ; shifting and reefing sail ; heaving to under storm sail ; lookouts ; securing boats for sea ; wearing ship ; knotting and splicing ; unbending sail ; reefing courses and topsails ; stations for evolutions under sail ; care and cleaning of bilges ; ground tackle ; sending up and down yards and spars ; standing rigging.

SIGNALS.

During the cruise, cadets received daily instruction in signals ; International code, including the following : procedure when signaling passing vessels ; urgent and important signals ; signals of distress ; distant signals and the general vocabulary ; army and navy wig-wag code.

NAVIGATION.

A. — The two senior classes : dead reckoning ; course and distance by middle latitude and Mercator's sailing ; taking departure ; setting courses ; correcting courses ; taking bearings ; plotting position ; latitude by meridian ; circum-meridian and ex-meridian altitudes of the sun and other heavenly bodies and by pole star ; time sights and longitude by sun or other heavenly body ; Sumner's method by projection and calculation ; observing azimuth and finding compass error ; finding chronometer errors and rates ; care and handling of chronometers ; comparing chronometers ; finding time of high water at places ; use of charts of all kinds ; sailing directions ; tide tables ; light lists and other aids to navigation ; use and adjustments of instruments ;

danger angle; how to identify the stars; compensating compasses and barometers; practical work with artificial horizon on shore.

B. — The third class was given the same instruction as the two senior classes, but preference was always given the seniors in the more advanced practical work.

C. — The junior cadets were instructed in boxing the compass and the elements of dead reckoning.

D. — Each watch of the three senior classes found the position every alternate day by dead reckoning and observation of the sun, and worked observations of the stars morning and evening, when the weather was favorable.

ENGINEERING.

First Part.

A. — Steam and water piping; firing; the care and repair of pumps; care of engines; oiling; packing of joints; adjusting valves; lining up engines; care of evaporators; general duties required in the engine room.

Second Part.

B. — Firing; water tending; running electric light engine and dynamo; care of pumps and their repair; distilling; care of evaporators and general fire room duties.

Junior Cadets.

C. — Coal passing; firing; cleaning boilers; instruction in the lead and use of pipes, check and other valves, and the names and uses of boiler attachments.

MEDICAL DEPARTMENT.

Course of instruction in first aid to injured, including how to act in presence of emergency; the use of disinfectants; symptoms and treatment of burns, bruises, hemorrhage, wounds, sprains, fractures, dislocations, foreign bodies in eye, ear and throat, unconsciousness, fainting, shocks, compression, sunstroke, starving, drunkenness, convulsions, smothering by gas, hanging, drowning, poison, dog, snake or insect bites, and poison ivy; making of dressings and poultices.

The health of the cadets has been fairly good, and the gains are shown by the following table, the measurements being taken early in June and again September 26. While these figures are satisfactory, they do not, of course, show the improvement in muscular tone, which has been marked. Boys who came here in May, 1906, pale and with flabby muscles and excessive adipose tissue, have now a good color and firm, hard muscles.

	June.	September.	Gain.
Height,	5 ft. 8.13 in.	5 ft. 8.21 in.	.08 in.
Chest,	32.11 in.	32.75 in.	.64 in.
Chest expansion,	34.58 in.	35.65 in.	1.07 in.
Arm,	11.20 in.	11.35 in.	.15 in.
Abdominal umbilicus, . .	29.52 in.	30.09 in.	.57 in.
Leg (calf),	12.75 in.	13.00 in.	.25 in.
Weight,	131.50 lbs.	135.75 lbs.	4.25 lbs.

COMMISSARY REPORT.

The commissary report is as follows: —

Cost of stores consumed,	\$5,465 62
Number of rations issued,	14,944 00
Cost per ration,	\$0 365

The classified expenditures on the cruise were as follows: —

Pay roll,	\$5,234 64
Servants' rations commuted to officers,	381 00
Commissary,	1,296 00
Coal and water,	2,041 05
Equipment department,	104 20
Engineering department,	149 46
Pilotage and port charges,	100 31
Ashes and garbage,	43 68
Contingent,	372 15
Medical department,	39 25
Navigator's department,	1 10
	<hr/>
	\$9,762 84
Coal on hand, arrival in Boston,	\$368 64
Commissary stores on hand,	983 76
Stores condemned,	91 15
	<hr/>
	1,443 55
	<hr/>
Net cost of cruise,	\$8,319 29

THE WINTER TERM.

By the continued courtesy of the bath commissioners of the city of Boston, the "Enterprise" is moored for the winter at the wharf of the North End Park, Boston, free of expense to

the Commonwealth. As usual, the ship has been housed over, thus affording comfortable quarters for instructing the cadets during the winter term.

VISITING THE "ENTERPRISE."

Should any members of the Legislature desire to obtain further knowledge of the operations of the school by personal observation, the commissioners and the superintendent would be gratified to have them visit the "Enterprise" at the North End Park on any day excepting Saturday and Sunday, when the cadets are absent on home leave.

PERSONNEL.

The changes in commissioners, officers and instructors during the year, have been as follows:—

Feb. 2, 1906, the resignation of Rear Admiral N. M. Dyer, U. S. N. (retired), chairman of the Board, was accepted by the Governor.

Feb. 7, 1906, Rear Admiral George F. F. Wilde, U. S. N. (retired), was appointed by the Governor and confirmed by the Executive Council as a member of the Nautical Training School Commission. On February 21 Rear Admiral Wilde was elected chairman of the commission.

Oct. 9, 1906, the resignation of Chief Engineer Robert E. Carney, assistant engineer, U. S. N. (retired), was accepted.

Oct. 15, 1906, Mr. Webb C. Maglathlin was appointed chief engineer of the "Enterprise."

GRADUATES AS OFFICERS AND INSTRUCTORS.

Following the example of other technical schools, the Commissioners of the Massachusetts Nautical Training School for several years have kept in view the idea of obtaining officers and instructors for the "Enterprise" from the competent graduates of the school.

To that end, in 1904 Mr. A. R. Cushing, who graduated in 1902, and had been a watch officer on board the "Enterprise" for two years, was promoted to the highly responsible place of navigating officer and instructor. It is gratifying to find that in this position Mr. Cushing has gained the entire approval of

the superintendent, Commander William F. Low, U. S. N., who considers Mr. Cushing an excellent navigator and instructor.

Mr. Webb C. Maglathlin, a graduate of the school in the class of 1896, has this year been appointed chief engineer of the "Enterprise." Mr. Maglathlin's technical knowledge of engineering was thoroughly well proved by his passing number one last autumn in a four days' examination for admission to the United States revenue cutter service.

Another graduate of the school, Mr. George C. Bosson, has been appointed an instructor in mathematics.

INFORMATION REGARDING GRADUATES OF THE SCHOOL.

A large number of the graduates of the school during the past twelve years have obtained and held responsible positions at sea, and, considering the enfeebled condition of the foreign merchant marine, the showing is a remarkably creditable one. The percentage of graduates who continue to follow the sea after leaving the school is increasing. Fifty-seven per cent. of the graduates of 1906 continued their seafaring career. In almost every instance where a cadet's sea service is continuous after graduating, he is making good progress, and is being promoted from time to time to better and more responsible positions. The American mercantile marine furnishes many opportunities for young men of average intelligence and good character who desire to follow the sea. There never was a time when there was a better opportunity for a young man with a natural aptitude for the sea to work his way up through the positions of seaman, quartermaster and mate to that of master. Fortunately for the nation, restrictive navigation laws have enabled the country to retain and develop the largest and finest fleet of coastwise vessels in the world. It is a matter for regret that the opportunities are so limited for those who desire employment on board deep water vessels. However, the line of transatlantic steamers from New York, the vessels sailing to the West Indies, and between this country and the Hawaiian Islands, the Philippines and the Orient, with a few scattering square riggers in the South American and Pacific trade, have furnished ready employment for every graduate

who in recent years has really desired to make his home on blue water.

Two graduates informed the commissioners recently that they had obtained unlimited licenses as master, and another that he had received a license as chief engineer.

The following graduates of the school have entered the revenue cutter service: —

Frank W. Smith, appointed a cadet May 20, 1896, retired as third lieutenant; Franklin B. Harwood, appointed a cadet Aug. 7, 1899, and is now a second lieutenant; Philip W. Lauriat, appointed a cadet June 18, 1900, and is now a second lieutenant; James A. Alger, appointed a cadet Aug. 4, 1902, and is now a second lieutenant; Lorenzo C. Farwell, appointed acting assistant engineer May 31, 1902; Joseph E. Sheedy, appointed second assistant engineer July 2, 1904; John F. McGourty, appointed a cadet June 27, 1905; William F. Towle, appointed a cadet May 10, 1906.

Mr. E. Newton Parker of Greenfield, who was graduated Oct. 15, 1900, received in March last an unlimited license as master. He stood number one in his graduating class, and received a master's license when not quite twenty-four years of age. Cadet Parker has served as quartermaster, second and first officer in the naval auxiliary service. He received a commendatory letter from the commanding officer of the "Hannibal."

Mr. George P. Carver, who graduated April 20, 1896, wrote the commissioners on August 9 as follows: —

I entered the employ of the Florida East Coast Railway as an assistant engineer in September, 1905. In June, 1906, was appointed engineer-in-charge of the engineering and construction of a viaduct two miles in length, running between two of the Florida Keys. This viaduct is composed of 180 clear spans of reinforced concrete arches, and will cost to construct considerably over a million dollars. The work is in connection with the Key West extension of this road, and runs between Miami, Florida, and Key West, over and between the Florida Keys. I will eventually, as the work progresses, have eight large quarter boats, capable of accommodating a total of 1,200 men; other floating equipment will include working units necessary for the construction work, aggregating in cost one-quarter million dollars. I have drawn the detailed plans of this work and devised many of the methods for doing the work.

The work is of national importance, and the privilege of being associated with it is one that any young engineer might well desire. I owe a great deal of my success to the training I received on the "Enterprise."

A cadet who graduated in April, 1897, received his certificate as second mate in 1901, obtained a first mate's license in 1903, and is about to be examined for a master's certificate. He has been employed on board steamers in the European and South American trade as third mate, second mate and first mate.

The commissioners regret to report the death of one of the earliest and most promising graduates. Harold M. Davie, third officer of the United States transport "Thomas," died at sea Nov. 11, 1906, while the ship was en route from Manila to San Francisco. Cadet Davie graduated in October, 1896, and had been following the sea continuously since that time. He had served with credit as an officer on board steamers of the American line, and the coast survey and transport services, for the past six years on the Pacific. During the Spanish-American war he was on board the U. S. S. "St. Louis," receiving a medal for bravery while under fire in cutting the cables off Santiago. He was quartermaster in the American line, an officer on board the coast survey steamer "Pathfinder," and second officer of the transport "Research" in the Philippines.

In order to answer in a measure many inquiries regarding the present employment of recent graduates of the school, the following list is given : —

Second officer, Panama Steamship Company ; second officer, Boston & Philadelphia Steamship Company ; second officer, New York & Porto Rico Steamship Company ; second officer, Pacific Mail Steamship Company ; second officer, United States naval auxiliary "Leonidas;" third officer, steamship "Dakota," Great Northern Steamship Company ; third officer, naval auxiliary "Iris;" third officer, Clyde Steamship Company ; third officer, steamship "Seattle," plying between Seattle and Alaska ; third officer, naval auxiliary "Brutus;" seaman, lighthouse steamer "Mayflower;" seaman, United States steamer "Missouri;" quartermaster, steamship "Persia," Boston & Philadelphia Steamship Company ; cadet, American

line; quartermaster, naval auxiliary "Arethusa;" assistant engineer, steamship "Brutus;" engineer, United States lightship; electrician, nautical training ship "Enterprise;" electrician, United States steamer "Connecticut;" second-class machinist, United States navy; oiler, steamer "Cape Ann," Boston & Gloucester Steamship Company; third assistant engineer, naval auxiliary "Hannibal;" electrician, naval auxiliary "Abarenda;" nautical experts in Hydrographic Office, Navy Department, Washington, D. C.

With the expansion of the nation's foreign commerce, and the revival of shipping, the work of the training ship in fitting young men for sea service becomes of increasing value. Since 1756 Great Britain has maintained in operation one or more nautical schoolships. The nations of Europe, especially England and Germany, are at present strengthening their system of training ships, and are placing in operation plans for keeping their merchant ships supplied with native seamen. If we are to compete in the race for supremacy on the sea, a system of training ships must be maintained at the highest degree of efficiency.

On August 7 of this year the one hundredth anniversary of the adoption of steam navigation will have been reached, and yet the sailing vessel is still found to be eminently useful in many lines of trade. Indeed, it is improbable that vessels of this type will ever entirely disappear from the ocean, and unless a less expensive fuel than coal is discovered, and is easily obtainable, it is probable that these vessels will increase rather than diminish in the future.

The American youth with a taste and longing for the sea will not receive the highest encouragement, nor will the stars and stripes take its rightful place in the commerce of the world, until Great Britain's magnificent system of steamship lines to the four continents of the world and her great fleet of tramp steamers have their counterpart in America. The men of the sea, from our earliest history, have been a most important element in the strength of the nation, and the race of American seamen, noted in the past for courage, versatility and strong and rugged character, should not be allowed to die out.

SUMMARY.

The commissioners would call attention to the following table, compiled from our record of graduates, showing that nearly 500 cadets of this school have obtained and filled responsible positions in the mercantile marine and United States government service since the first class graduated in 1895.

Seaman Class.		Engineer Class.	
Masters,	6	Chief engineers,	9
First officers,	12	First assistant engineers,	3
Second officers,	32	Second assistant engineers,	12
Third officers,	16	Third assistant engineers,	12
Fourth officers,	2	Fourth assistant engineers,	2
Chief quartermasters,	4	Engineers and assistant en-	
Quartermasters,	77	gineers,	45
Cadets and seamen,	56	Engineer cadets and oilers,	61
Boatswains,	2	Firemen,	10
Chief yeomen,	4	Chief machinist,	1
Acting ensigns, United States		Machinists,	27
navy,	3	Machinists and warrant ma-	
Second lieutenants, revenue		chinists, United States navy,	11
cutter service,	2	Chief electrician,	1
Third lieutenants, revenue cut-		Electricians, United States	
ter service,	2	navy,	14
Cadets, revenue cutter service,	2	Electricians,	49
Boat keepers, pilot boat ser-			
vice,	5		
Total,	225	Total,	257
Grand total,			482

Class of Vessels.

Transatlantic steamers,	90
Coastwise steamers,	101
Pacific steamers,	20
"Tramp" steamers and towboats,	18
Steam yachts,	22
Sailing vessels,	33
Pilot boats,	5
United States naval vessels,	76
United States naval auxiliaries,	25
United States transports,	16
United States revenue cutter steamers,	14
United States coast survey steamers,	8
United States lighthouse steamers,	10
At sea,	438

Early, R. V.,	Newton Lower Falls.
Garity, Herbert,	Charlestown.
La Montague, L. L.,	Miller's Falls.
Lewis, D. C. C.,	New Bedford.
McDonald, C. S.,	Malden.
Merriam, P. W.,	Greenfield.
Parker, G. L.,	Reading.
Perley, A. E.,	Wakefield.
Saville, L. B.,	Lexington.
Sherman, G. S.,	Jamaica Plain.
Small, E. B.,	North Truro.
Smith, P. R.,	Concord.
Smith, W. L.,	Ashburnham.
Stickney, G. H.,	Worcester.
Walker, L. A.,	Whitman.
Wier, J. R.,	Saundersville.
Wilder, H. P.,	Marlborough.

Class to graduate October, 1907.

Biathrow, C. A.,	Malden.
Bragg, A. E.,	Woods Hole.
Damon, P. L.,	West Hanover.
Gifford, W. M.,	Woods Hole.
Green, H. D.,	Duxbury.
Hartwell, C. E.,	Worcester.
King, C. F.,	North Adams.
Marcy, P. B.,	Boston.
McMillan, W. E. R.,	Pittsfield.
Osgood, S. P.,	Middleborough.
Reilly, J. J.,	Dorchester.
Sears, F. L.,	East Dennis.
Simonds, C. W.,	Charlestown.
Ware, S. H.,	Peabody.
West, R. C.,	Wakefield.

Class to graduate April, 1908.

Bassett, H. W.,	East Milton.
Beaudry, G. B.,	Reading.
Burns, K. B.,	Plymouth.
Cameron, G. H.,	Wakefield.
Campbell, H. E.,	Quincy.
Daniels, C. B.,	Franklin.
Gainard, F. A.,	Chelsea.
Gunn, H. N.,	Lynn.
Hird, G. W.,	Wakefield.
Hutchinson, Robert,	Whitman.
Jones, N. S.,	Gloucester.
Killen, G. J.,	Lawrence.

Lambert, J. F. M.,	.	.	.	.	.	.	Chelsea.
Larner, Harold,	.	.	.	.	.	.	Cambridgeport.
Maglathlin, C. W.,	.	.	.	.	.	.	West Bridgewater.
Manter, Harry,	.	.	.	.	.	.	Nantucket.
McWilliams, Joseph,	.	.	.	.	.	.	Boston.
Nichols, F. K.,	.	.	.	.	.	.	Ashburnham.
Palmer, H. B.,	.	.	.	.	.	.	Fall River.
Pellett, T. B.,	.	.	.	.	.	.	Worcester.
Persson, E. O. W.,	.	.	.	.	.	.	West Lynn.
Shevlin, E. P.,	.	.	.	.	.	.	East Boston.
Smith, A. W.,	.	.	.	.	.	.	Dorchester.
Smith, C. A.,	.	.	.	.	.	.	East Boston.
Stone, Oren M.,	.	.	.	.	.	.	Roxbury.

Class to graduate October, 1908.

Cone, H. P.,	.	.	.	.	.	.	Worcester.
Curtis, M. K.,	.	.	.	.	.	.	Athol.
Downs, J. W.,	.	.	.	.	.	.	Orleans.
Ells, E. S.,	.	.	.	.	.	.	Cambridge.
Farquhar, F. W.,	.	.	.	.	.	.	Lawrence.
Lindman, C. W.,	.	.	.	.	.	.	Hyde Park.
Mellen, C. B.,	.	.	.	.	.	.	Quincy.
Murphy, T. H.,	.	.	.	.	.	.	West Hanover.
Robinson, E. F.,	.	.	.	.	.	.	East Boston.
Sargent, H. K.,	.	.	.	.	.	.	Newburyport.
Teschner, E. P.,	.	.	.	.	.	.	Lawrence.
Walker, A. R.,	.	.	.	.	.	.	Whitman.

STATISTICS OF CADETS.

Cadets admitted during the Year 1906.

Number in the school Jan. 1, 1906: —			
Seamanship class,		16	
Engineer class,		21	
Nautical cadets,		58	
Total,			95
Applications received, 1906,			66
Failed to appear for examination,	4		
Unsatisfactory recommendations,	2		
Awaiting examination,	1		
Applicants examined,	59		
Examined,			59
Failed to pass mental examination,	6		
Failed to pass physical examination,	5		
Failed to pass mental and physical examinations,	3		
Passed examinations,	45		
Passed examinations,	45		
Re-examined mentally and passed,	4		
Re-examined physically and passed,	1		
Readmitted,	3		
	53		
Failed to qualify after passing examinations,	3		
	50		
Total number admitted to school during 1906,			50
Total number connected with the school during 1906,			145

Cadets withdrawn during the Year 1906.

Total number regularly graduated,			35
Seamanship class,	16		
Engineer class,	19		
Total number honorably discharged,			18
Seamanship class,	5		
Engineer class,	5		
Nautical cadets,	8		
Total number graduated and honorably discharged,			53
Dropped from roll,	2		
Dismissed,	8		
Withdrawn,	9		
Total number dropped, etc.,			19
Total withdrawals during 1906,			72
Number of cadets in the school Jan. 1, 1907,			73
Seamanship class,	15		
Engineer class,	21		
Nautical cadets,	37		

BILL OF FARE.

Following is the bill of fare as arranged for the cadets : —

(Cocoa or coffee every morning, after hammocks are stowed, only at sea.)

MONDAY.

Breakfast. — Beefsteak, stew or eggs, bread and butter, coffee.

Dinner. — Soup, roast beef, potatoes, tomatoes, bread, pudding.

Supper. — Cold meat, cheese or apple sauce, bread and butter, tea.

TUESDAY.

Breakfast. — Oatmeal, fish hash or pork chops, bread and butter, coffee.

Dinner. — Roast mutton, potatoes, bread or rice pudding, coffee.

Supper. — Cold meat, cakes, prunes, bread and butter, molasses or syrup, tea.

WEDNESDAY.

Breakfast. — Baked beans, pickles or catsup, bread and butter, coffee.

Dinner. — Boiled beef, potatoes, turnips, cooked green vegetables or salads, bread and butter, fruit, coffee.

Supper. — Corned beef, apple sauce, bread and butter, tea.

THURSDAY.

Breakfast. — Beefsteak, potatoes, bread and butter, coffee.

Dinner. — Beef stew, potatoes, bread, boiled pudding, coffee.

Supper. — Cold meat, cakes, prunes, bread and butter, molasses or syrup, tea.

FRIDAY.

Breakfast. — Oatmeal and milk, liver or eggs or fish hash, bread and butter, coffee.

Dinner. — Fish or clam chowder, pickles, potatoes, bread or rice pudding, bread, coffee.

Supper. — Cold meat, stewed apples or cheese, bread and butter, tea.

SATURDAY.

Breakfast. — Beef hash, bread and butter, coffee.

Dinner. — Boiled ham or shoulder, potatoes, cabbage, fruit, bread, coffee.

Supper. — Corned beef, apple sauce, bread and butter, tea.

SUNDAY.

Breakfast. — Pork and beans, bread and butter, coffee.

Dinner. — Pea soup, fowl, potatoes, cooked green vegetables or salads, pie or fruit, bread, coffee.

Supper. — Cakes, bread and butter, stewed prunes, tea.

Salads are to be made of suitable vegetables. Canned vegetables and canned meats, of every description, to be used *only when*, owing to the season of the year or other causes, the fresh vegetables and fresh and salted meats cannot be obtained.

The quantities in the above diet table are unrestricted; each cadet to have all he wishes to eat.

The equivalent in meats may be substituted in this dietary if found necessary.

The sea fare is to be adapted to this dietary as far as practicable.

CODE OF DISCIPLINE FOR USE ON BOARD THE MASSACHUSETTS TRAINING SHIP "ENTERPRISE."

The Board of Commissioners of the Massachusetts Nautical Training School have adopted the following code for the guidance of the commander of the United States steamer "Enterprise" in maintaining proper discipline in this school, and he is hereby empowered to inflict such punishments as are here set forth, keeping a record of the same in a proper book for the inspection of the commission. He shall also make a report in writing to the Board of all punishments inflicted by him, or by his order, at the end of every month.

The offences for which punishment should be inflicted are hereby classified as follows : —

A. — Theft, drunkenness, leaving ship without permission, refusing to obey the order of an officer or a cadet officer, or leaving the lookout while on watch.

The penalty for these offences, if proved, may be summary dismissal from the school.

For the investigation and determination of all offences of such a character charged against a cadet, a board shall be appointed by the superintendent; and the investigation shall be conducted under forms of procedure similar, as may be, to courts of inquiry in the navy of the United States. The result of such investigation, determination and action shall be forwarded to the Board of Commissioners, with such remarks of approval or disapproval endorsed thereon as the superintendent may deem fit to make. No recommendation for the dismissal of a cadet shall be carried into effect until it has received the approval of the Board of Commissioners.

B. — Inattention to studies or at drill, failure to send in note or sight books, lying, prevarication, persistent neglect of regulations, or leaving the deck while on watch.

The extreme penalty for these offences shall be confinement in the brig on bread and water, not to exceed three days, at the discretion of the superintendent; but the superintendent is enjoined to use careful judgment in ordering such punishment.

C. — Lesser offences.

These are to be punished at the discretion of the superintendent by extra duties.

For offences *B* and *C*, deprivation of leave may be ordered, not to exceed ten days at any one time; and for bad conduct during the week the offender shall be denied the usual Sunday leave.

Employment of Graduates and Cadets honorably discharged from 1893 to 1906, inclusive.

GRADUATES' EMPLOYMENT.										EMPLOYMENT OF CADETS WITHDRAWN.						
AT SEA.				ON SHORE.		UNKNOWN.		Totals.		AT SEA.		ON SHORE.		UNKNOWN.		Totals.
Seaman- ship Class.	Engl- neer Class.			Seaman- ship Class.	Engl- neer Class.	Seaman- ship Class.	Engl- neer Class.			Seaman- ship Class.	Engl- neer Class.	Seaman- ship Class.	Engl- neer Class.	Nautical Cadets.		
1893,	.	-	-	-	-	-	-	-	9	8	-	29	-	-	29	
1894,	.	-	-	-	-	-	-	-	1	1	3	12	6	-	43	
1895,	.	16	15	3	4	-	-	-	5	3	3	5	2	-	12	
1896,	.	18	14	2	3	-	-	-	5	3	3	9	9	-	31	
1897,	.	18	15	1	5	1	1	1	2	2	1	5	7	-	20	
1898,	.	12	21	3	3	-	1	1	3	1	3	3	12	-	26	
1899,	.	7	9	2	2	2	1	1	4	3	2	18	13	-	41	
1900,	.	13	21	1	10	-	5	5	2	1	1	7	10	-	21	
1901,	.	7	9	1	5	3	4	4	3	3	1	5	8	-	20	
1902,	.	14	15	1	3	1	4	4	2	5	2	12	12	-	34	
1903,	.	12	8	4	4	1	2	2	5	1	4	7	8	-	25	
1904,	.	12	12	1	5	3	12	45	-	5	3	2	5	-	17	
1905,	.	3	5	4	4	3	1	20	-	1	1	2	1	4	9	
1906,	.	10	10	5	10	-	-	35	-	-	-	2	3	13	18	
Totals,	.	142	154	28	58	14	31	427	86	34	22	121	96	17	346	

NOTE. — The explanation of the difference between "438 cadets at sea," on page 17, and total number of graduates and cadets "honorably discharged at sea," given on page 25 as 366, is represented by 72 cadets dropped or withdrawn from the school without an honorable discharge in thirteen years.

APPROPRIATIONS.

The appropriations for the school for the fiscal year 1906, which was for eleven months from Jan. 1, 1906, to Nov. 30, 1906, are here accounted for as follows:—

Current Expenses.

Appropriation,	\$50,416 66
Expended:—	
Pay roll,	\$24,563 32
Provisions,	12,758 92
Text-books, instruments, etc.,	496 95
Seamanship department,	3,262 07
Engineer department,	5,749 64
Repairs,	1,988 51
Miscellaneous,	1,543 32
	<hr/>
Total amount expended,	50,362 73
	<hr/>
Balance unexpended,	\$53 93

Office Expenses.

Appropriation,	\$4,583 33
Expended:—	
Salaries,	\$3,214 33
Books, stationery and postage,	487 11
Commissioners' expenses,	322 35
Miscellaneous,	511 42
	<hr/>
Total amount expended,	4,535 21
	<hr/>
Balance unexpended,	\$48 12

Respectfully submitted,

GEORGE F. F. WILDE, *Chairman,*

REAR ADMIRAL, U. S. N. (Retired),

ROBERT B. DIXON, M.D.,

HON. JOHN READ, LATE U. S. N.,

Board of Commissioners.

F. STANHOPE HILL, LATE U. S. N., *Secretary.*

LEGAL AUTHORITY FOR THE SCHOOL.

AUTHORITY OF THE UNITED STATES.

[CHAPTER 339, JUNE 20, 1874.]

AN ACT TO ENCOURAGE THE ESTABLISHMENT OF PUBLIC MARINE SCHOOLS.

That the secretary of the navy, to promote nautical education, is hereby authorized and empowered to furnish, upon the application in writing of the governor of the State, a suitable vessel of the navy, with all her apparel, charts, books and instruments of navigation, provided the same can be spared without detriment to the naval service, to be used for the benefit of any nautical school or college having a branch established at each or any of the ports of New York, Boston, Philadelphia, Baltimore, Norfolk, San Francisco, Washington, Charleston, Savannah, Mobile, New Orleans, Baton Rouge, Galveston, and in Narragansett Bay (Acts, 1881), upon the condition that there shall be maintained at such port a school, or branch of a school, for the instruction of youths in navigation, seamanship, marine enginery and all matters pertaining to the proper construction, equipment and sailing of vessels, or any particular branch thereof.

And the president of the United States is hereby authorized, when in his opinion the same can be done without detriment to the public service, to detail proper officers of the navy as superintendents of or instructors in such schools: *provided*, that if any such school shall be discontinued, or the good of the naval service shall require it, such vessel shall be immediately restored to the secretary of the navy, and the officers so detailed recalled; and *provided, further*, that no person shall be sentenced to or received at such schools as a punishment, or commutation of punishment, for crime.

AUTHORITY OF THE STATE OF MASSACHUSETTS.

[CHAPTER 402, ACTS OF 1891.]

AN ACT TO ESTABLISH A NAUTICAL TRAINING SCHOOL.

Be it enacted, etc., as follows:

SECTION 1. The governor with the advice and consent of the council shall appoint, as soon as practicable after the passage of

this act, three citizens of this Commonwealth, who shall constitute a board of commissioners of the Massachusetts nautical training school, and who shall hold office for terms of one, two and three years respectively, from the first day of July in the year eighteen hundred and ninety-one, and until their successors are appointed and qualified; and before the first day in July in each year thereafter one commissioner shall be appointed in like manner, to hold office for the term of three years. Vacancies may be filled for the residue of a term by appointment, and a commissioner may be removed at any time for cause, to be stated in the order of removal. All appointments and removals shall be made by the governor with the advice and consent of the council.

SECTION 2. Said commissioners shall serve without compensation, but they shall be reimbursed from the treasury of the Commonwealth for all expenses actually incurred by them in the performance of their official duties.

SECTION 3. Said commissioners shall provide and maintain a nautical training school for the instruction and training of pupils in the science and practice of navigation; shall furnish accommodations for the school on board a proper vessel; shall from time to time purchase and provide such books, stationery, apparatus and supplies as are needed in the work of the school; shall appoint and remove instructors and other necessary employees, and determine their compensation; shall fix the terms and conditions upon which pupils shall be received and instructed in the school, and discharged or dismissed therefrom; and shall establish all rules and regulations necessary for the management of the school. For the purpose of giving the pupils of the school a practical knowledge of navigation and the duties of mariners, said commissioners shall from time to time provide for the making of cruises in or from the harbor of Boston.

SECTION 4. Said commissioners are authorized to receive from the United States government, and to use for the accommodation of the school, such vessel or vessels as the secretary of the navy may detail for that purpose.

SECTION 5. In order to properly maintain the said nautical training school, the commissioners may expend a sum not exceeding fifty thousand dollars, which shall be paid from the treasury of the Commonwealth on properly approved vouchers, which shall be approved by the governor and council and presented to the auditor of the Commonwealth for allowance in the same manner as other claims against the Commonwealth: *provided, however*, that no expenditure shall be made or allowed until a vessel suitable for the proposed nautical training school shall have been furnished by the United

States government and turned over to the Commonwealth, and the same approved of and accepted by the governor and council.

SECTION 6. Said commissioners shall annually in the month of January make a report to the legislature, presenting a detailed statement of all moneys appropriated and expended for the purposes of the nautical training school during the year preceding; also stating the results of the work during such year, and making such recommendations as seem to them proper.

SECTION 7. This act shall take effect upon its passage. [*Approved June 11, 1891.*]

VOTE OF EXECUTIVE COUNCIL UPON ACCEPTANCE BY THE COMMONWEALTH OF MASSACHUSETTS.

COMMONWEALTH OF MASSACHUSETTS,

COUNCIL CHAMBER, BOSTON, Nov. 9, 1892.

The committee on military affairs, to whom was referred the matter of the approval of the United States ship "Enterprise" for the purpose of a nautical training school, submit the following report.

E. V. MITCHELL, *for the Committee.*

Chapter 402 of the Acts of the year 1891 provides for the establishment of a nautical training school in this Commonwealth, and section 2 of said act authorizes an expenditure of fifty thousand dollars to properly maintain the proposed school, and also provides for the furnishing by the United States government of a suitable vessel for such school which shall be turned over to the Commonwealth and accepted by the Governor and Council; and whereas, the United States having furnished a suitable vessel and the same having been examined by the Executive Council, it is hereby —

Ordered, That the United States ship "Enterprise" be approved and accepted for the proposed nautical training school.

Approved in council, Nov. 9, 1892.

E. F. HAMLIN, *Executive Clerk.*

A true copy.

Attest: E. F. HAMLIN, *Executive Clerk.*

MASSACHUSETTS NAUTICAL TRAINING SCHOOL.

ESTABLISHMENT.

Under the authority of the above acts, the Secretary of the Navy, on Oct. 28, 1892, turned over to the authorities of the State of Massachusetts the United States steam sloop of war "Enterprise," as a vessel suitable for the purpose.

RECENT LEGISLATION.

[CHAPTER 171, ACTS OF 1903.]

AN ACT RELATIVE TO THE AMOUNT WHICH MAY ANNUALLY BE EXPENDED
FOR THE MAINTENANCE OF THE MASSACHUSETTS NAUTICAL TRAIN-
ING SCHOOL.

Be it enacted, etc., as follows:

SECTION 1. Section five of chapter forty-five of the Revised Laws is hereby amended by striking out the words "not more than fifty thousand dollars," in the first and second lines, and inserting in place thereof the words: — such sum as the general court may from year to year appropriate, — so as to read as follows: — *Section 5.* They may annually expend such sum as the general court may from year to year appropriate, which shall be paid by the Commonwealth; and they shall annually submit an estimate of the expense required in making cruises in or from the harbor of Boston, and the amount of said estimate, after approval by the governor and council and subject to the provisions of chapter six, shall be advanced to the commanding officer of the vessel detailed therefor, who shall give a bond in the sum of ten thousand dollars, with sureties approved by the governor and council, for its proper disbursement. Said advance shall not exceed ten thousand dollars for six months, and shall be accounted for by properly approved vouchers, within thirty days after the termination of said cruises.

SECTION 2. This act shall take effect upon its passage. [*Approved March 23, 1903.*]

